

2007 Engineer Estimates

Opening Date	PIN	Local Gov	Consultant Number	Consultant Designed	Solo Consultant Designed	Region	Solo Region Review	Project Number	Project Name	Original Engineers Estimate	Engineering Services Estimate	Final PDBS Estimate	Low Bid	Number of Bidders
10/2/07														
	5725						4	SP-0118(9)16	SR-118; Richfield to Monroe	\$ 1,142,611.60		\$ 1,161,533.80	\$ 1,062,178.32	3
	5605						3	SP-R399(8)	Traffic Signals at SR-198 & 600 East; SR-178 & I-15 SB Ramps	\$ 372,546.00		\$ 432,051.59	\$ 307,419.28	2
	5151		12		1			STP-LC11(30)	Center Street Trail; North Salt Lake	\$ 505,000.00		\$ 556,039.34	\$ 499,999.99	2
Lessons Learned	Contractors often do not look at the bid packages until the day before bid opening because they are so busy so they do not have time to call the designers for clarifications and often results in a high bid because of unknowns. Flexible schedules again was the key. Flexibility can reduce overtime and risk for the contractor. HMA costs vary greatly by project.													
9/25/07														
	5088		16		2			NH-CM-HIAA-9999(853)	Various Locations in Region 2 - Three Sign Structures	\$ 743,000.00		\$ 761,500.00	\$ 664,721.66	4
	4818		14		3			STP-3014(1)3	Prove 920 S, University Avenue to 500 W	\$ 697,018.62		\$ 801,921.41	\$ 661,179.83	2
	5139		25		1			STP-LC03(13)	Forest Street Parkway Extension, Brigham City	\$ 377,376.00		\$ 417,376.00	\$ 360,261.00	2
Lessons Learned	Additional funds were requested prior to advertising to make sure the project could be awarded. Flexible schedules was the key to some contractors even bidding. Bidding at this time of year helped get a good bid.													
9/18/07														
	4198		11		1			BRO-LC33(6)	Over Bear River 2 Mi. East of Woodruff	\$ 557,671.26		\$ 641,671.26	\$ 898,258.50	2
Lessons Learned	Accelerated Bridge Construction was used because there is no good detour route and UDOT Structures Division wanted to see how this type bridge would work for this application.													
9/11/07														
	5961		14		3			S-0145(2)171	SR-145 & I-15 NB Ramps, American Fork	\$ 815,857.00		\$ 917,857.22	\$ 953,180.90	2
Lessons Learned	Rebid from 8/28/07.													
9/6/07														
	4198							BRO-LC33(6)	Over Bear River 2 Miles East of Woodruff	\$ 557,671.26				
	5437		14		2			SP-R299(10)	Traffic Signal on SR-111 in West Jordan	\$ 350,033.70		\$ 367,033.70	\$ 371,331.55	2
	3717		9		4			STP-0128(6)0	SR-128, New Spanish Trail	\$ 631,580.00		\$ 711,545.54	\$ 514,062.10	1
	3061						2	STP-LC43(19)	Oakley - Kamas Trail			\$ 470,842.10	\$ 584,450.00	2
Lessons Learned	Completion window is very tight. Earlier bidding would probably have brought more and better bids. Alternate bids between asphalt and concrete were allowed.													
8/28/07														
	5961							S-0145(2)171	SR-145 & I-15 NB Ramps, American Fork.	\$ 815,857.00				0
	4963		9		3			STP-9999(810)	Rural Run Off Road Mitigation Program	\$ 772,137.50		\$ 772,137.50	\$ 569,602.50	6
Lessons Learned	A similar project from last year helped with cost estimates.													
8/14/07														
	6021						4	F-R499(36)	US-89 Kane County Intersection at MP 57.25 and MP 58.25	\$ 816,518.36		\$ 857,344.36	\$ 799,893.00	3
	6168						2	S-I-215(129)3	I-215 Bridge C-545, Ped Bridge over I-215 East	\$ 285,500.00		\$ 285,500.00	\$ 174,300.00	3
	6369						1	S-I15-7(261)336	I-15; Hill AFB Interchange - Bridge D-719			\$ 979,429.94	\$ 775,148.00	2
	5158						2	STP-LC13(7)	Roosevelt City Walk/Bike Path	\$ 357,903.00		\$ 401,625.48	\$ 335,383.90	1
Lessons Learned	Close bids are a sign that designers are doing a good job of watching current prices. Flexible schedules greatly help the contractors. Specific items are bid higher because trail work is more labor intensive and average quantities are below average													
8/7/07														
	4731						1	IM-84-5(38)8	I-84, East Snowville to Hansel Valley Road	\$ 5,556,656.01		\$ 5,556,655.00	\$ 5,074,804.00	2
	6020						2	F-R299(43)	SR-190 and SR-210 Big and Little Cottonwood Canyons	\$ 686,381.86		\$ 752,381.86	\$ 903,860.00	2
	5735						2	S-0071(21)5	SR-71 @ Minute Man Drive	\$ 360,996.30		\$ 394,089.20	\$ 341,421.25	1
	6348						2	S-0210(6)12	SR-210; Alta Bypass; MP 12-13	\$ 386,491.00		\$ 405,815.55	\$ 406,720.00	3
Lessons Learned	Contractors are busy with multiple bids this time of year. The narrow canyon setting caused higher than estimated bids. Some expected bid items were not included in the plans.													
7/31/07														
	5310		8		2			IBHF-80-4(108)152	I-80 Silver Creek Canyon Bridge	\$ 2,679,187.00		\$ 2,904,187.00	\$ 2,313,191.43	2
Lessons Learned	Temporary bridge item came in much lower than estimate. Supplier was at the prebid meeting to answer questions.													
7/26/07														
	5145		11		1			STP-LC11(27)	Historical Emigrant Trail, Syracuse City	\$ 1,125,167.60		\$ 1,209,466.50	\$ 1,046,382.00	3
	4234		29		2			STP-LC45(2)	Droubay Road, Tooele City	\$ 327,349.25		\$ 360,989.25	\$ 409,150.00	1
	4859						4	STP-3190(4)0	Snow Canyon Parkway, SR-18 Bluff Street to Tuweep Drive	\$ 2,495,096.77		\$ 2,643,407.15	\$ 2,441,858.00	3
Lessons Learned	Scope of work decreased from original design. Traffic control costs varied widely.													

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7/17/07														
	5458						2	ITS-R299(17)	ITS Commuterlink Expansion	\$ 363,200.00		\$ 381,356.00	\$ 320,375.05	2
	6173						2	S-0069(47)60	Various Deck Seals in Region 2	\$ 1,227,057.00		\$ 1,288,887.00	\$ 913,341.00	2
	5924						2	S-R299(33)	SR-71, MP6-8 and SR-68, MP 40-42 Microsurfacing	\$ 382,302.00		\$ 429,597.00	\$ 518,982.00	1
7/10/07														
	5163		10		4			STP-LC21(8)	Cedar City Bicycle Lanes	\$ 131,642.32		\$ 111,984.00	\$ 71,111.00	3
Lessons Learned ▶ The scope was changed from when the project was first advertised and more bids were received.														
7/3/07														
	4252						4	STP-LC07(7)	Homestead Blvd Loop; Cedar Hills Dr. to Homestead Blvd	\$ 873,120.00		\$ 873,120.00	\$ 983,078.00	1
	5266							CM-0089(124)352	SR-89, 5300 South Murray City. Intersection Improvements.	\$ 1,159,255.13				0
Lessons Learned ▶ Mobilization, survey, and HMA were much higher than UDOT estimate. Very busy time of year for signal contractors. Region called contractors to try to encourage bids.														
6/26/07														
	4724		22		1			STP-0066(3)0	SR-66, East Canyon Reservoir. Add Guardrail.	\$ 321,314.00		\$ 323,189.47	\$ 338,889.00	2
	5141		11		1			STP-LC11(24)	West Point City Emigrant Trail - Weber/Davis County. Enhancement Bike/Ped. Path	\$ 136,905.00		\$ 148,612.00	\$ 138,158.50	5
	5150		15		2			STP-LC35(144)	Jordan River Parkway Trail. Enhancement Bike/Ped. Trail.	\$ 363,484.00		\$ 388,359.00	\$ 499,356.50	1
	4733						1	STP-0030(20)99 & S-0030(19)95	SR-30, SR-38 TO SR-23.	\$ 16,011,734.56		\$ 16,227,289.15	\$ 10,709,783.25	2
Lessons Learned ▶ Change in the scope of work Charles Mace and JUB did an excellent job in marketing the project with five bidders.														
6/12/07														
	5723		11		4			SP-0011(3)1	SR-11, Ranchos Road to Airport Road; Add Center Turning Lane	\$ 868,733.20		\$ 753,194.53	\$ 593,600.16	2
6/5/07														
	3887		9		3			STP-2907(1)0	2000 West Pleasant Grove State St to PG Blvd. New Construction Widen to Five Lanes	\$ 4,198,827.00		\$ 4,323,762.50	\$ 4,528,575.00	1
	5744		7		2			S-0266(54)3	SR-266, 4500 South, I-15 to South State. Roadway Widening	\$ 7,090,047.46		\$ 7,338,991.50	\$ 5,625,726.00	2
	5717		16		4			SP-0006(93)249	US-6 Wellington to Grassy Trail. Passing Lanes	\$ 5,882,015.75		\$ 6,323,215.75	\$ 5,318,030.80	2
Lessons Learned ▶ When a project is bid and specialty items continue to directly effect estimates.														
5/31/07														
	5477		0				4	HPP-1612(3)0	Reconstruct South Moore Cut-off Road	\$ 5,081,688.00		\$ 5,081,686.00	\$ 4,864,086.00	6
	5676		11		3			S-0052(8)1	Two Traffic Signals Along SR-52 in Orem. Construct signal, Sr-52 NS I-15 NB Ramps 400W	\$ 395,010.27		\$ 485,661.20	\$ 587,226.00	1
	6147		0				1	S-0089(146)461	Various Deck Seals. Bridge Preservation.	\$ 499,136.81		\$ 494,822.00	\$ 271,816.95	3
	3861		0				3	STP-2975(1)0	Sandhill Road, 1500 So. To 1870 So. Orem. Widen Shoulders, Turning Lanes.	\$ 2,453,569.45		\$ 3,435,011.07	\$ 3,659,156.75	2
	3652		22		1			STP-LC11(19)	Farmington Creek Trail Underpass. Construct Underpass	\$ 499,726.00		\$ 499,726.00	\$ 728,947.00	3
Lessons Learned ▶ Dirt work projects with material source identified produce numerous bidders.														
5/22/07														
	5364						4	STP-0010(33)16	SR-10 Muddy Creek to Ferron; asphalt pavement rehabilitation			\$ 10,343,549.30	\$ 8,047,058.35	2
5/15/07														
	6206						3	S-0089(151)332	US-89, 900 South to 340 South Provo HMA overlay and OGSC	\$468,890		\$492,559	\$542,730	2
	4979						3	SP-0073(14)3	SR-73 from RP 25.8 to RP 36.4, Milled Rumble Strips	\$33,545		\$42,954	\$81,363	1
	5184				4			SP-R499(5)	Signal Interconnect on Cedar City Main Street, Fiber Optic Cable to 14 Signalized Intersections	\$483,636		\$502,763	\$398,302	4
	4182						1	STP-3308(1)3	4800 South 1900 West in Roy, road widen and intersection Improvements	\$2,709,423		\$2,794,791	\$2,578,055	3
Lessons Learned ▶ Small specialized projects get few bidders.														
5/8/07														
	6134						3	F-R399(20)	Rumble Strips in Various Locations, Juab and Wasatch	\$393,405		\$399,148	\$136,872	2
	5827						2	S-R299(30)	SR-112 and SR-138 Grantsville and Airport Road West Jordan - Two Signals	\$274,776		\$322,413	\$216,954	4
	3719				4			STP-0191(24)129	SR-191 Colorado River Pedestrian and Bike Bridge	\$1,519,837		\$2,300,580	\$2,493,046	5

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Lessons Learned			Repeat Lesson: Rebidding a project usually results in higher costs. The labor market is very tight. Contractors are having issues with finding and keeping good employees.											
5/1/07														
	5980		0				3	F-R399(18)	US-40 and SR-189 Slab Replacement	\$509,941	\$522,719	\$568,600	\$450,958	5
	5375				4			NH-R499(15)	Various Rest Areas along I-70	\$703,729	\$780,981	\$800,029	\$672,663	3
	5439		0			3		S-0040(60)136	US-40 Twists to Vernal, widen road and add passing lanes	\$4,391,772	\$4,116,816	\$3,996,845	\$4,297,115	2
	5700		0				1	S-R199(17)	Various Locaitons in Davis and Weber Counties	\$197,245	\$200,386	\$197,245	\$148,148	2
	6177		0				3	S-R399(19)	SR-75, SR-6 Bridges F681 and F722 Ironton Interchange and SR-6	\$303,035	\$333,339	\$332,255	\$249,092	3
4/23/07														
	5306						2	IM-80-3(142)107	I-80 MP 107 to MP 108, Replace Broken Slabs	\$974,870		\$1,026,618	\$724,551	2
	5550		17		2			ITS-ST99(11)	Comercial Vehicle Credentials and Travel Information	\$308,200		\$308,200	\$493,650	1
	5687			3				S-0040(64)88	US-40 Duchesne to Roosevelt, Passing Lanes					
Lessons Learned			Flexible schedules are crucial to attracting better bids. Summer bidding becomes volatile because of contractor workloads, project schedules, and material price increases and availability.											
4/17/07														
	5006	2	21		2			CM-0089(113)327	Beck Street Bike Lane Commuter Connector Phase II	\$743,790		\$931,465	\$662,195	2
	5326					3		ISTP-15-6(160)279	I-15 Auxiliary Lane SB, SR 145 American Fork to SR-73 Lehi	\$970,541	\$998,775	\$999,041	\$875,958	2
	4772					3		NH-0040(49)115	US-40, East Roosevelt to Ballard City Limits					
	5923						2	S-R299(34)	SR-224 and SR-248, Various Locations	\$2,508,218		\$2,508,218	\$2,191,613	2
Lessons Learned			Water or environmental issues will cause the project price to go up. Plans that are unclear or if contractors are unable to get needed information the project price goes up because contractors are bidding on unknown items.											
4/3/07														
	6156						1	F-184-6(92)55	I-84, Replace Cattle Guard at Peterson Interchange	\$179,800		\$184,800	\$113,328	4
	6154						2	S-0036(22)28	SR-36 MP 27.9 to 42.8	\$1,945,378		\$2,045,930	\$1,641,949.00	2
	5369						4	STP-0089(128)217	US-89 at Palisade State Park	\$496,781		\$496,781	\$430,000	3
	4369		13	4				STP-0089(86)104	SR-89 at SR-14, Long Valley Junction	\$1,192,577	\$1,190,640	\$1,262,399	\$1,182,982.00	1
	4764		9		2			STP-0224(38)16	SR-224 South of Old Ranch Road to North of White Pine Canyon Road	\$644,188		\$734,967	\$644,950	2
	5154		16		2			STP-LC35(147)	Emigration Bike Lanes Phase 3	\$788,530		\$929,596	\$831,505	3
	5086		15		3			STP-LC49(94)	Various Locations in Orem-Fiber Optic Interconnect CCTV Surveillance	\$907,598		\$996,093	\$775,253.00	4
Lessons Learned			ATMS projects are difficult to predict pricing because of the bid variability. The narrow canyon setting of the Emigration Bike Lane project creates an assembly-line effect...if any part gets held up, the entire project will suffer. HMA prices are starting to increase and will continue to do so throughout the summer.											
3/27/07														
	3729					3		NH-0006(32)176	US-6 Lower Spanish Fork Canyon to Diamond Fork	\$4,079,157	\$4,418,207	\$4,418,207	\$3,767,710	3
	5749					4		F-0050(18)83	US-50, MP 83.08-90.12, Hinckley through Delta	\$825,523	\$866,799	\$867,523	\$842,944	2
	3386		3				1	F-0091(22)32	SR-01, Smithfield Main Street	\$5,832,435	\$8,083,256	\$7,824,531	\$8,032,373	3
Lessons Learned			Supply is a more important indicator of pavement prices than oil prices.											
3/20/07														
	5788					4		F-170-1(59)17	R-4 I-70, MP 17-48 Reseal Joints and Slab Jacking	\$1,734,290	\$1,734,290	\$1,734,290	\$1,358,782	5
	5555					3		IM-15-6(162)268	R-3 I-15 2000 South to 800 North, Orem Asphalt Pavement Preservation	\$1,957,161	\$2,214,122	\$2,214,122	\$1,821,346	2
	4776					3		NH-0040(52)29	R-3 US-40, Clegg Canyon to Strawberry Valley, Rotomill and Overlay	\$3,750,852	\$3,952,773	\$3,952,773	\$3,543,142	3
	3765						2	NH-0172(8)6	R-2, SR-172, 5600 West 2100 South to I-80, Asphalt Pavement Reconstruction	\$1,986,827	\$1,986,827	\$1,986,827	\$1,478,246	3
Lessons Learned			Too many DBE requirements and takes too long to get NTP and process changes. Adding a bid item for enforcement would enable Contractors to hire off-duty UHP officers to make the work area safer. Using working days instead of calendar days works better for the Contractors.											
3/13/07														
	5938						2	F-R299(35)	I-80, MP 0-10 in Tooele	\$168,055	\$2,476,885	\$2,476,885	\$2,374,375	1
	4770					3		IM-15-5(37)195	I-15 Millard/Juab County Line to Sevier River	\$11,336,461	\$11,470,270	\$11,827,119	\$10,914,069	1
	5542						1	SP-0106(9)0	SR-106 from 400 North Bountiful to Lund Lane	\$1,209,919	\$1,981,025	\$1,448,525	\$1,500,000	3
	4664						1	STP-0091(21)24	SR-91, 600 West to 800 West in Logan	\$1,067,970	\$976,109	\$957,225	\$814,608	4
Lessons Learned			Relocating a hot plant adds \$2/ton to HMA and hauling adds about \$0.15 per ton per mile. Flexibility with the construction schedule allows contractors to bid work that they can fit into their construction schedule. Designers need to keep mobilization at 10%											

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3/6/07														
	5581					3		NH-0006(89)150	US-6, MP 131 to MP 143	\$613,614	\$628,613	\$628,614	\$455,414	2
	4411					3		SP-0052(6)0	SR-52, 800 North 400 West to 1000 East	\$16,253,745	\$19,543,265	\$19,286,732	\$17,189,866	1
	4186	1	11	1				STP-0108(11)8	2000 West 1300 North to 2300 North, Clinton	\$5,644,279	\$5,121,745	\$5,508,761	\$5,366,348	2
Lessons Learned ▶ High visibility and press coverage committed UDOT more than usual. Estimate CMGC projects conservatively especially if they have a tight time frame. Chip seal season is not the same as paving season. Chip seal season ends August 31. Remember that date when designing projects with chip seal.														
2/27/07														
	5787					4		F-0089(139)72	US-89, MP 72.3 to MP 76.6	\$1,386,225	\$1,386,225	\$1,456,225	\$1,474,400	1
	5371					4		IM-70-2(42)61	I-70, Gooseberry to Spring Canyon	\$17,918,978	\$17,918,978	\$16,186,384	\$14,260,000	4
	5789					4		S-0089(140)272	US-89, MP 272-277	\$1,086,970	\$1,086,970	\$141,320	\$1,056,790	1
	5582					1		SP-R399(10)	SR-68, SR-222 and SR-314, Various Locations	\$704,004	\$704,004	\$716,004	\$499,499	2
	5170	4	10	4				STP-LC53(32)	Leeds Main Street Improvement	\$282,263	\$276,825	\$289,825	\$99,906	3
Lessons Learned ▶ Do not use especially low HMA bids from past projects. Project schedule again discouraged some bidders. Some Contractors already have a full work load for this year.														
2/22/07														
	3842		9	4				BRO-LC19(7)	Thompson Wash on County Road 175-Bridge Replacement	\$1,024,176	\$1,099,838	\$1,024,176	\$1,084,622	6
	5580					3		NH-0191(251)378	SR-198 MP 378.18 to 182.57 - Chip Seal	\$229,250	\$229,250	\$229,250	\$191,191	2
	5561					4		SP-R499(18)	US-6 MP 211.1 to MP 215.5 - Microsurfacing	\$332,236	\$357,154	\$378,582	\$390,390	1
	5540						1	SP-0068(41)69	SR-68 from I-15 to US-89	\$519,068,387		\$783,609	\$699,675	2
2/13/07														
	5702					3		S-I15-6(164)260	I-15 Rejuvenation Juab and Utah Counties	\$623,725	\$654,911	\$623,725	\$461,030	2
	5583					3		SP-0045(198)38	SR-45, MP 21 to MP 38	\$1,004,181	\$992,361	\$991,923	\$733,923	2
	5564					4		SP-R499(18)	US 191, MP 72.5 to MP 79.0	\$864,432	\$924,924	\$924,932	\$944,000	2
	5211					4		SP-R499(7)	SR-21 and SR-257 MP 76.8 - 77.1 and 0-14	\$1,994,886	\$2,200,409	\$2,200,613	\$1,898,894	2
	3652	1	22				1	STP-LC11(19)	Farmington Creek Trail Underpass	\$506,365				0
2/6/07														
	5578					3		ST-019-(54)290	US 191, MP 290- MR 294, Slope Repair	\$161,898	\$310,112	\$317,176	\$169,095	4
Lessons Learned ▶ Specialty projects require a conservative bid to account for the large bid variability.														
1/23/07														
	3767						2	NH-0266(4)4	SR-266, 4500 South 700 East to I-215 east	\$3,328,910		\$3,442,915	\$2,831,831	3
	5565					4		SP-0006(87)233	US-6, MP 232.9 to MP 235.8 - SMA	\$1,484,903	\$1,632,273	\$1,648,421	\$1,277,169	2
	5727					4		SP-0006(94)283	US-6, MP 283 to MP 288 - add passing lanes	\$5,417,967	\$5,656,480	\$5,794,443	\$4,675,761	5
	4645					3		SP-9999(738)	Reconstruct Intersection for Signal on US-40 at 500 South, Vernal	\$626,820	\$626,820	\$626,820	\$723,172	1
	5584					3		SP-R399(9)	SR-41 and SR-51 Microsurface	\$937,308	\$937,308	\$937,308	\$825,025	1
Lessons Learned ▶ Asphalt suppliers say now is the most economical time to secure asphalt binder supply for the summer. Local contractors in remote areas usually give competitive bids but estimate costs should still reflect non-local contractors to be safe. Estimators need to consider other types of projects in the area that may absorb some of the contract labor.														
1/18/07														
	4788					4		*BRF-9999(390)	US-6, 3.3 Miles West of Delta - Bridge Replacement	\$2,685,423	\$2,730,454	\$2,794,851	\$1,684,874	6
	5367					4		NH-0491(2)17	US-491, Monticello to MP 7 - Asphalt Pavement	\$12,352,083	\$12,867,792	\$12,867,955	\$8,260,824	3
Lessons Learned ▶ HMA bid was low. Access to plan sheets allows estimate reviewers the benefit of comparing one project to another. Bidding during off season creates challenges: The calm will not carry over into the summer months, material flag may not be required during the current bidding environment, philosophy of no bid under 110% dominates the														
1/9/07														
	4673					2		*IM-STP-80-4(98)186	I-80 Castle Rock to Wahsatch - Asphalt Pavement	\$23,265,631	\$23,763,844	\$23,387,226	\$17,659,510	4
	5546						1	SP-0237(4)0	SP-237 from SR-288 to SR-91	\$434,083		\$491,805	\$482,482	3
	3930		9	2				STP-0089(87)316	State Street 8000 South to 7800 South TRAX Bridge	\$17,259,186	\$20,571,100	\$20,541,100	\$16,362,270	5
Lessons Learned ▶ Railroad work is specialized and very few sub contractors can do the work. HMA prices came in the lowest since last spring. A post-bid meeting will be held to learn from this estimate and do better next time.														